HISTORY

The initial concept for the Optical Bar Camera design is over five years old as of 1968. The specifications for the system have been released to various Government agencies and there are many people within both Government and industry who are aware of the system capabilities.

Itek has been producing this system since July, 1966, on our 25X1 internal project number [redacted] Control of the system is maintained at present by means of a DOD secret clearance with a special access requirement. Under the terms of this DOD contract the only classified items are the ultimate vehicle use and the customer. The hardware per se, is unclassified as are the performance specifications. The present Itek contract, in the amount of [redacted] 25X1 25X1 [redacted] provides for the installation of the Optical Bar system within the model 154 drone developed by Ryan, Incorporated.

The initial attractiveness of the Optical Bar configuration, in addition to the high performance capabilities, was the relative low cost of these systems. The present contract calls for approximately thirteen units to be delivered at an approximate cost of 25X1 [redacted] This figure and subsequent negotiations and cost proposals were arrived at because Itek would be able to produce the thirteen aforementioned units because of the relative small changes in our manufacturing and production techniques both from a system modification and internal control.

Simultaneous with the performance of the Washington contract, Itek will also be actively engaged in producing this system under not only our present DOD secret/SH contract but for other vehicles. Proposals are pending for installation of the OB system in the reconnaissance version of the F-111 aircraft as well as others.

NRO review(s) completed.

SECURITY CONSIDERATIONS

If the customer insists upon handling the production of their thirteen units in a completely black environment, the cost for the program will increase immeasurably because of: (1) the internal physical security modifications, and the lack of approved individuals to assemble the unit. In addition, delivery date will be pushed forward from approximately three months from now until at least six months from now. It is proposed to incorporate the two efforts under one roof and to divorce only those project oriented drawings, vehicle specifications, and customer identifying documents, drawings, prints, etc. from the regular DOD effort. This could be done by setting up a separate closed area to control visitors and associated contractors and to store the sensitive documents which identify vehicle, customer, and/or intended mission areas. Under this arrangement the only secure area that would be required would be the previous mentioned secure area and a black shipping procedure.

It is impossible to identify the ultimate vehicle use for this system either to the drone or to the [redacted] vehicle. The only thing that can be gleaned from observance of this system is that it is a camera used for altitude reconnaissance and could be directly associated with an aircraft and with no specific model. The modifications that will be made to the OB configuration that will differ it from the Ryan vehicle is that the film spools will be slightly different and the main frame assembly will be different. This will cause no speculation among our uncleared technicians in that they will think that the camera is destined for a different vehicle than previous versions. Imposing a strict security standard of both a physical and personnel nature will raise more speculation as to ultimate vehicle and possible use.

As on the present DOD contract all subcontracts are handled on an unclassified basis in that the vendors are supplying only black boxes that cannot be identifiable with any system. There is no interface in the final assembly area required between vendors and

Itek. All vendor supplied equipment is installed by Itek technicians. Possible flaps could occur because of the presence of both the DOD version and the Washington version being produced under the same roof as the facility is now inspected by DOD inspectors. This would not present a serious problem except in the vein of speculation because, if need be, the systems could be physically divorced.

If our customer insists upon handling this program in a completely black manner, it is proposed that we divorce their final assembly area and approve only those individuals who will be engaged in the final assembly, QA, and shipment of the system. It might help to point our that the Delta II and Delta III configurations were only handled in a black manner because of the simularity to the J-1 system developed for the "C" program and it was thought that the Delta camera would be misconstrued as a satellite reconnaissance camera. The only work that would be performed on the system outside of the present complex is the environmental testing which would be performed in the Lexington Facility. This would present no security problem as the chamber is pressurized to 29,000 feet which is hardly indicative of the altitude of the vehicle. This is made possible by the use of the pressurized Q-Bay.

After final assembly and tests, the company identifiable QA inspection stickers will be removed prior to shipment. Shipment would be handled through normal black channels by either commercial or project aircraft pending upon whether delivery was to be made to Georgia or California.

The alternatives if a black route is followed are: (1) a large increase in the number of personnel requiring project approval--

25X1 [redacted] (2) A complete securing of our Burlington #3 Facility and the relocation of the DOD version.